



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*March 9, 2009  
Agenda Item 3.1.1*

**Date:** February 25, 2009  
**To:** Plans and Programs Committee  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** 2007-2008 Performance Report: State of Transportation in Alameda County

**Action Requested**

The Board is requested to approve the 2007-08 Performance Report: State of Transportation in Alameda County. The report provides annual data updating the status of how well the County's roadway and transit systems and bicycle facilities are performing. The Performance Report is attached separately. ACTAC is scheduled to consider this item at its March 3, 2009 meeting.

**Next Steps**

The final draft, along with the Mobility Monitor, will be forwarded to the Board at their March meeting for consideration.

**Discussion**

The 12<sup>th</sup> Performance Report includes an annual report of the status of how well Alameda County's roadways, transit, bicycle and pedestrian facilities are performing. Performance of a roadway is based on level of service, average speed/travel time, congestion levels, duration of congestion, maintenance, and accidents. Performance of the transit system is based on routing, frequency, coordination, ridership and maintenance. For the bicycle facilities, performance is based on progress towards completion of high priority projects in the Countywide Bicycle Plan. Because no performance measures have been established for the Pedestrian Plan yet, an overview of progress made on implementing the Countywide Pedestrian Plan is provided.

Some of the notable findings of the report follow:

Highway Congestion:

*The following data, published by MTC in 2008, reflects congestion conditions in 2007.*

- Interstate 80 in the morning peak continues to retain its rank as the most congested corridor in Alameda County and the Bay Area Region. In total, segments of the I-80 Corridor held three spots on the Top 10 Bay Area Traffic Hot Spots in 2007.

- I-580 continues to be the second most congested corridor in the county by holding 2<sup>nd</sup> and 3<sup>rd</sup> place in the top 10 congested locations in the County. The vehicle hours of delay (VHD) on eastbound I-580 in the afternoon increased by 10% in 2007 compared to 2006.
- Of the Top-10 congested corridors in Alameda,
  - congestion on I-80 accounts for 38% of VHD (this includes congestion outside Alameda County),
  - I-580 accounts for 28% of VHD.
- The largest increase in duration of congestion was on eastbound I-80 from Treasure Island to Powell Street in Emeryville in the afternoon peak period, which was congested for two hours and 50 minutes longer compared to 2006, a shift from nearly four hours to six hours 40 minutes.
- On westbound I-580 in the morning, although duration of congestion increased 45 minutes compared to 2006, the congested segment expanded from North Flynn to west of Airway in 2006 to I-205 to Hacienda Drive.
- Of the eight comparable segments that were on both the 2006 and 2007 Top 10 congestion lists, congestion duration increased for four segments and decreased for four segments.

#### Level of Service (LOS) on the CMP roadways

- Speeds on both freeways and arterials increased between 2006 and 2008
- The percentage of freeways performing at LOS A, increased significantly in 2008, from 25.9 percent to 38.4 percent. 2008 showed the highest rate of freeways performing at LOS A since 2000, which was at the peak of the dot com economic contraction. The decreased levels of congestion were likely due to the downturn in the economy combined with increased gas prices.
- The percentage of freeways performing at LOS D, E and F, decreased from 45.3 percent in 2006 to 34 percent in 2008.
- In 2006, there were nine roadway segments that had operated at LOS F during the 2004 surveys but operated at an improved LOS in the 2006 surveys. In 2008, there were 15 improved LOS F segments.

#### O&D Pairs Travel Times

In general, both auto and transit travel times improved since 2006. Travel times range between 2 to over 5.5 times longer for transit than automobile travel for the 10 pairs studied.

#### Pavement Condition

The average Pavement Condition Index (PCI) for Alameda County roadways for 2007-08 was 65. This rating is approximately the same as pavement conditions reported last year. The average Alameda County PCI represents pavement conditions throughout 15 jurisdictions, which range from a four percent decline to a four percent improvement. Appendix E in the Performance Report shows PCI by jurisdiction.

### Accidents

Accident rates on Alameda County freeways have generally reduced, with the exception that I-238 had a 37% increase in the number of accidents. Of all the freeways, I-980 had the largest reduction in the number of accidents, which was a 41% reduction since 2006.

### Transit Update

Transit ridership in Alameda County remained stable, on average, compared to the previous fiscal year. All but one transit operator showed an increase in ridership. Changes in ridership ranged from AC Transit with a 2.6 percent decrease in ridership to Capitol Corridor with a 16 percent increase in ridership. The increased ridership for most of the transit operators is likely due to the drastically increased gas prices experienced in 2008. The decrease in ridership for AC Transit may be due to the economic downturn during the same time.

### Countywide Bicycle Plan

This Performance Report tracks the updated Alameda Countywide Bicycle Plan, which the Board adopted in October 2006. Of the 28 miles of High Priority bicycle facilities listed in the plan, progress was made on nine facilities in 2007/08, bringing them closer to being constructed when funding becomes available.

### Countywide Pedestrian Plan

This Performance Report provides an overview of the Alameda Countywide Pedestrian Plan, which the Board adopted in October 2006. Although no performance measures have been adopted or monitored since the Plan was adopted, progress has been shown through implementation of the Alameda County Safe Routes to School Program and adoption of one more Pedestrian Master Plan; with five additional plans in progress.

### Additional Performance Measures

While reviewing last year's Performance Report, ACTAC recommended that this year's Performance Report include three additional performance measures: 1) capacity of transit as an indicator of transit congestion, 2) percentage of unmet needs for local streets and roads and transit, and 3) progress monitoring Community Based Transportation Plans.

#### *1) Capacity of Transit*

To measure the capacity of transit, staff contacted AC Transit and BART. AC Transit tracks systemwide load factors, but does not have countywide or more local load factors. With approximately 100 local lines that vary significantly, the systemwide load factors would not provide a meaningful way to measure capacity. AC Transit is continuing to investigate ways to measure and track capacity. Staff will continue to work with the transit districts to develop a meaningful measure of capacity and, if developed, will be included in next year's report.

#### *2) Percentage of unmet needs for local streets and road and transit*

This year's Performance Report includes a table in the appendix that shows the most recent local streets, roads and bridges shortfall in funding. This is included as a baseline for future Performance Reports. Staff will contact transit operators to determine options for measuring and monitoring unmet needs in next year's Performance Report.

#### *3) Progress in Community Based Transportation Plans*

This year's Performance Reports includes a table that monitors the status and progress of projects funded through the Lifeline Transportation Program. The projects meet transportation gaps in low income communities. This table will be included in future reports.

*This page intentionally left blank.*